GENERAL AND REVENUE SECRETARIAT.

1909-10
(Local Boards

File No. 193-09

Serial Nos. 1

Papers Filed.

Month January 1910

SUBJECT.

Removal of the toll-gate at Karaghat, Shillong

PREVIOUS REFERENCES.	LATER REFERENCES.
	L.B. 360-09

(1)

G.R.S. 11] 1909

GENERAL AND REVENUE SECRETARIAT.

(CB)

NOTES.

193/09

File No.

FILE HEADING.

Removal of the toll gate at Kenegrat- Shimoga Dt

From

Branch I

No. R 4382-90 Dated 24/12/09 Received 29-12-09
CR 44-09)-11

Diary No. 4402 | Enclos. | Spare Copies | Serial No. 1

BRIEF ABSTRACT OF LETTER.

Sends copy of the above G.O directing the removal of the toll gate in question.

NOTES AND ORDERS.

The question appears to have been one
for ~~decision~~ in CA Branch. As the G.O
has been communicated to the
President of the Dt Board, Shimoga
this may be filed for reference in

NOTES—First sheet

GPB—30,000 - 3-4-07.

G. R. S. 12]
General and Revenue Secretariat.

File No. 43 of 190 9

Serial No.

in this branch. Papers of 30/1 relating to LOR 44-09 are also submitted for N/09 information.

30/1/09

Seen - Files

4-1-10.

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NOTE—Contn. sheet.

GPB—55,000—27-4-09

Proceedings of the Government of His Highness the Maharaja of Mysore.

Read:-

Letter No. 4394 dated the 20th October 1909 from the Revenue Commissioner in Mysore submitting further information re the establishment of the toll-gate at Kareghaut.

Order thereon No. R. 4382-90 / C-R. 44-09-11

Dated Bangalore 29th December 1909.

The toll-gate in question which was abolished in 1892 under orders of Government, is stated to have been reestablished in 1899 on the authority of the then Sub Division Officer of Sagar (Mr. N.Narasimha Iyengar) since retired, on the complaint of the contractor of the Lakshmipur and Benhatti toll-gates that without another toll-gate at Kareghaut it would be impossible for him to prevent a large number of carts liable to the toll from evading payment and thereby causing serious loss to him. The Sub Division Officer plainly acted beyond his powers in permitting a toll-gate, which had been expressly abolished under the orders of Government, to be reopened even if it was intended to serve as a mere checking station and it was expressly understood that carts passing from one part of the British Territory to another and carts that had already paid toll either at the Lakshmipur or Benhatti toll-gate were to be exempted from payment at the toll gate. The main toll-gate whose income it was intended to secure being under the control of the District Board of Shimoga, the District Board should also have been consulted before it was decided to revive it.

2. Carts whose route lay mainly through British Territory are stated to have been exempted from payment till Oct. 1906 when the Amildar of Sagar (Mr. Narasinga Rao since retired) permitted tolls to be levied on them in ignorance of the ---

of

(9)

of the object and the conditions subject to which the toll gate had been reestablished . Government regret to note that in the Deputy Commissioner's first report on the subject made in his letter No. 321 dated the 23rd October 1908 he should have expressly stated that carts of the description just referred to were not subjected to toll at the toll-gate. The Deputy Commissioner is requested to state on whose ~~responsi~~ response- bility such an erroneous statement of fact was entered in the letter and forward the explanation of the officer concerned at an early date. The Deputy Commissioner states that he has now cancelled the Amildar's order and that carts passing from one part of British Territory to the other - - would be exempted from payment in future . He is of opinion that the continuance of the toll-gate in question is very necessary as it commands a number of jungle ~~tracks~~ tracks by using which carts carrying the ghaut traffic can easily - - evade payment of toll. Government are however not ~~satisfied~~ satisfied from the reasons urged by the Deputy Commissioner that there is any overwhelming necessity for it. From Mr. Sreenivasa Murthi's report it is clear that most of these ~~tracks~~ tracks are usually very difficult for traffic and it seems to Government to be unlikely that many carts will expose themselves to the risks and dangers of these devious tracks merely to escape payment of the small toll on the main high way. And in any case it would be difficult to prevent toll-gate keeper at Kareghaut levying tolls on carts plying between tracts of British Territory on both sides of it. Under these circumstances, Government ~~see~~ feel it necessary to direct that the toll gate in question be abolished on the termination of the present contract

A Communication to this effect will also be addressed to the Residency.

(Signed) P. G. D'Souza -
For Secretary to Government.

To.
The President, District Board, Shimoga.
The Revenue Commissioner in Mysore.
A.V. The Presidents of other District Boards.

Copy to Br. IV